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COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**  
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FAIRFAX, VIRGINIA 22030

July 12, 1983

DD/A Registry

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DD/A REGISTRY  
FILE: 45-8

Mr. Harry Fitzwater  
Deputy Director for Administration  
Central Intelligence Agency  
Washington, D.C. 20505

Dear Mr. Fitzwater:

As you are well aware, my initial and continuing concern in regard to the proposal to expand the CIA at Langley has been the impact to the community. Points of impact which I have been continually calling to your attention include, but are not limited to, the roads, the parking, visibility, and the traffic.

I wish to thank you for calling the public meeting as Congressman Wolf and I had requested, and I believe that you are now aware that the community has echoed the same concerns that we have been raising.

I believe that the only way to resolve this matter is to go ahead with the consultant study and then make sure that the results of that study are made very open, available for public comment, and to be reviewed with the citizens committee, and that construction will not commence until these matters have been resolved. I am certain that this course of action has now been agreed to by all and will insure appropriate public input.

Sincerely,

A handwritten signature in cursive script that reads "Nancy K. Falck".

Nancy K. Falck

NKF:bg

ltzwater

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could take no more." As discussed at the meeting, car  
ing nowhere else in the capitol area is achieving a 3:1 ratio  
and, particularly in light of the physical location of the  
campus, it is probably unrealistic to expect such a ratio here.  
Other solutions designed to keep traffic flow down such as "shift  
work" -- defined as staggered work times of two hours (7:30/9:30  
a.m.) -- seem to hold little prospect of ameliorating the problem.  
In light of the above, you agreed to approach the NCPC to see if  
they would have any formal objection to a more realistic 2500  
vehicle figure -- which as discussed, closely approximates the  
extant vehicle to employee ratio being experienced by the  
Agency -- being used for planning purposes. Please discuss the  
action taken in this area and the status of your request.

. Based on the recognition that 2500 additional vehicles  
may be using the facility daily, what is the anticipated timing,  
nature, and content of new and more comprehensive traffic studies  
which consider ingress and egress via the George Washington  
Parkway and Turkey Run Farm (DoT), as well as Routes 123/193?

. How will these studies address the exacerbation of safety  
and other traffic problems caused by increased traffic at crossings  
such as Potomac School Road (Route 123), the entrance to the  
Country Day School (Route 193) and Langley High School (Route 193)  
where school bus and resident traffic will be exposed to increased  
hazards?

. Assuming current agency parking facilities are adequate,  
but not greater than needed for present staff -- in light of our  
discussion (as outlined above), what does the Agency plan to do  
to provide additional parking beyond the 1,000 spaces currently  
planned, and how will you ensure that parking overflow into the  
communities does not occur?

. It was stated during the meeting that traffic management  
and road construction studies and plans as currently structured  
(much less if revised and/or expanded studies, etc., are  
needed as described above) will not be finalized prior to construc-  
tion being initiated on the campus. What contingency plans does  
the Agency have to ensure that any site construction changes (e.g.,  
doubling the number of parking spaces) necessitated by studies  
and resulting decisions can be accommodated even though the  
decisions are made after construction begins?

. If broader traffic and other studies suggested above and  
required by the NCPC on June 2, 1983, result in changes to current  
plans for roadways, etc., will the Agency stand by its commitment  
not to permit any occupancy of the new portion of the facility or  
any significant increase in personnel using the facility until all  
road improvements are complete?

*Letter to*  
*from H&T*  
*15 Jul 83*

because we heard your voices loudly and clearly at the public meeting of 28 June, we have invited the McLean Citizens Association and the Park Service each to name a representative to join us and VDH&T representatives in an advisory committee intended to provide yet another level of assurance that all concerns and issues are considered in the formulation of the ultimate traffic solution associated with our planned expansion.

While the complete engineering design of road improvements is expected to take until early 1985, the selection of the design to be developed should occur by the end of this calendar year. This should give the community confidence that an acceptable road solution will be in hand before the Agency starts construction in the spring of 1984. We look forward to working together with the community toward this end.

With respect to increased employee usage of the George Washington Memorial Parkway, which is already used by a large number of our people, we recognize our charge to look for additional options and we intend to do so. We have already requested VDH&T to expand the scope of its consultant study to seek additional ways to increase our usage of the Parkway.

Park Service representatives have advised us that routing truck traffic down the Parkway is a problem as a result of the Parkway design. Road beds, curbing, curve radii, and sight distances have been designed for passenger cars. Large commercial vehicles on this roadway create safety and maintenance problems. We will continue to pursue this subject on a case-by-case basis as the numbers and types of vehicles to be used by a construction contractor become known. Of course contractor employees can still use the Parkway for commuting, and they will be encouraged to do so.

With your support and assistance, we should be able to see the necessary road improvements in place before the new building is ready for occupancy. Should unforeseen problems arise that prevent this from occurring, we will at least try to time our occupancy plans to coincide with the capacity of the local road network. The Agency does not plan to force occupancy of the new facility if it creates unwarranted traffic problems for the community and our employees.

The Agency does not have a transcript of the 28 June meeting. Congressman Wolf has advised us that he will be providing a newsletter containing a summary of concerns and actions agreed upon at the 28 June meeting.